lough space was allowed the Main, for under the impulse of the wind and current she sagged down and before she had fairly settled into the muddy bottom she was so near to her sister ship that one could almost have leaped from deck to deck. As they lay there spouting up e-lit smoke they looked like two battleships that had grappled to their mutual destruc-

Up the river steamed the fireboat New Yorker up the Main as beyond aid she devoted her attention to the Bremen, which lay between the other ship and the shore. The tugs were still hovering like faithful attendants about doomed ship, watching the progress of the fire in the glow of her red-hot sides. It was nearly 11 o'clock when there came out of the darkness where they lay together a hail.

A HAIL FROM THE MAIN. "Did you hear that?"

Another of the tugs answered. "No. what

"A noise aboard the Main. Somebody ham-"It isn't possible. Nobody could live aboard of her. Look at her. She's almost white-hot

Nevertheless all the tugs edged in closes so close that the men on their forward decks held interlaced fingers before their eyes while they painfully peered through the whirling smoke that enveloped them in the hope of finding something to account for the alleged ham-

"Might be some donkey engine still going," came the suggestion from one of the tugs. As near that infernal area of heat and smother as they could endure it, the tugmen held their place, but nothing further was heard. They were just about to draw away when from a low coal port about midships there flashed a light. It was not the red light of the fire but a clear white radiance, a signal that meant beyond the possibility of doubt that some living creature was aboard that fire ship appealing for rescue. There was a wild yell from the tug men and together the boats moved forward but another tug was before them. The little Stevens had darted down stream

of the Stevens hailed the Main. Aboard the Main! Is there anybody there? "Even then," said the captain afterward, "I almost thought that the light must have been a hallucination, and I hardly expected to get an answer."

past the bow of the Main and now poked her

nose, well swaddled in dripping hemp against

the side of the liner. A cloud of steam hissed

up at the point of contact. Capt. Gilkinson

But the answer came promptly. "Take us off for God's sake! There are fifteen of us here. "Drop down," shouted Gilkinson. "We'll stand by till you're all safe. But do it quick.

We'll be afire ourselves in two minutes.' Some of his men came forward bringing the captain and themselves. There seemed to be an interminable delay upon the steamship. The tugboat men danced upon their smouldering deck and yelled for the Main's survivors to jump and be extremely quick about it They did not know that the delay

umphantly to the rest of the little fleet of tugs. and the others gave them a cheer. Only one of the rescued men was badly injured, the man who had fallen. He was in great pain and seemed to be blinded. The others complained of discomfort of the eyes from the great heat and of irritation of the skin, but otherwise they seemed to be all right. As the Stevens moved out the other tugs crowded all the time. It was almost too much for their powers of believing.

The story told by the men was a terrible

one, although they themselves took it quietly enough and seemed, for the most part, to have taken it for granted throughout that they would be saved. This is how they had contrived to live, as it were, beneath the crater of a floating volcano for more than seven hours. for it was nearly half past 11 when the last of them dropped safely upon the deck of the Stevens. All of them were engine-room men and they were busy doing some repairing about the shaft when they got orders to man the pumps that supply the auxiliary engines. That something had happened overhead they nowing. Anyway, they didn't consider it any of their business. What they had to do was to obey orders and trust in their officers if anything was wrong above to take care of them. With them were two engineer officers, Danko and Peters. After they had got the pumps to working, Second Engineer Lansberg came running down and told them that the

ORDER THAT CAME TOO LATE. "All hands on deck,' he said. "Save your selves as best you can. The ship is afire all

by a curious course which will be described later. Another order was given to close the skylights. Then the men started upward. They were met by a fearful blast of smoke through which pierced tongues of flame. To attempt to reach the deck that way was cerand ran into the engine room. Already the fumes from the cargo which had caught were sifting into the room and the air was choking. Forward of the engine room are the quarters clustered, waiting for directions. These came from Third Engineer Danko who bade them go three more of the engineer's fo ree joined them. three were almost blinded and half choked by the gases and fumes they had encountered. They could not tell whence they had come. All that they knew was that they had been nearly caught by the flames when they tried to get up to the deck and rushing back into a smoke-filled place had thrown themselves flat upon their bellies and wriggled hither and thither, always hoping for better air and always finding more smoke, until they heard voices and found their companions. Here, then, were the fifteen men in exactly the position of miners buried in a burning mine, and with every exit cut off. What they expected confidently, was that the fire would be quered and that they would be taken out. In their desperate circumstances they seem not to have for a moment lost faith that their

Thick woollen wear is the costume of the

holes."

Thick woollen wear is the costume of the stoker and the shirts were admirably adapted to the purpose to which they were now put. One hole after another was stopped, and the sweet air from the airshaft soon purified the atmosphere. But changing currents above drove the smoke through the gratings and now it was necessary for the men to turn in their trousers as stop gaps.

All the time the heat was increasing. The sides of the vessel glowed rediv and the men shrunk together in a huddle at the centre of the bunker. Then Danko thought of the airshaft and a possible connection with a ladder that led up to a coal port. It was a hard climb and there wasn't much of a chance that the port would be open. But any chance is good enough for men who are being grilled between red-hot walls. Up the airshaft was the order, and the men obeyed it as best they could, climbing clumsily and with many falls up the pipes within the shaft. From there they gained a platform, whence led a ladder upward to the coal port on the starboard side. Before they had reached the platform they saw that the port was closed. They had no wrench nor way to get one, but a company of engine men fighting for their lives are likely to be fertile of expedients and shifts. One of the few remaining garments in the outfit was commanded and stout strips torn from it. With these a sort of knot was contrived which gave a purchase upon the bolt that held the coalport in place. Once loosened the nut came off readily. It was blistering hot work, almost against the side of the ship, but fortunately at that one point the steel plates were a little less heated than they were just forward and just aft. Once the coalport swung loose a great puff of fresh air gave heart to the men and they shouled in chorus.

Meantime some of them had been pounding

men and they shouted in chorus.

Heard by Those on the Tucs.

Meantime some of them had been pounding on the side of the ship with pokers and other metal implements, and doubtless that is the noise which was first heard by those on the tugs. One of the engineers had brought with him to the coalport a "petticoat lamp," such as is used in coal bunkers, as it does not explode coal gas. With this as a signal he was sure of being seen as soon as he noted the presence of the tugs. Hardly a minute had elapsed after he showed the light when he saw the tugs making toward him and knew that the party were saved. All of them were taken to Hoboken and most of them went to Rusack's Hotel, wrapped in such garments as Capt. Gilkinson could find for them. As soon as he saw their pitiable condition Mr. Rusack came to New York and bought clothing for them. The rescued men are Julius Wiesner stoker; Fritz Beckmann, stoker; Heinrich Wagner, coal passer; Third Engineer Danko, Fourth Engineer Peters; Christian Guenther, water tender; Alois Fischer, stoker; August Von Bergen, coal passer, Carl Mehl, coal passer. Richard Gormy, stoker; Max Guse, coal passer; A. Tipfer, oiler, and three boys. Mehl, who was the only man severely injured, was taken to St. Mary's Hospital. HEARD BY THOSE ON THE TUCS.

HOW LANSBERGER GOT AWAY.

was caused by the man who had signalled, turning back to shout to his fellows that help was at hand and they must follow him as fast as possible. Presently 4 he hauled himself through the coal port and peered down into the darkness with blinded eyes. He was almost naked. In the glare from the ship's sides he looked like nothing human and the deckhands recoiled in horror from the apparition.

"We're right below you. Jump!" shouted the captain.

The man jumped, was caught and instantly his place was taken by another red-lit and half-naked figure, which in turn launched itself forth into the air. Then came a third and a fourth. The fifth hesitated before the jump and it was seen that supporting hands from behind held him. He fell rather than jumped, but Capt. Gilkinson was ready and caught him in his arms. Other figures followed swiftly until the first man out, who had been keeping count, reported that all were out.

"We've got 'em!" shouted the Stevens triumphantly to the rest of the little fleet of tugs.

THEIRS A FEARFUL STORY.

them again."

INE MAIN AN UTTFR WRECK.

To one who visited the ship yesterday as she lay imbedded in the mud off Shadyside, the lact of any one having lived through as she lay imbedded in the mud off Shadyside, the lact of any one having lived through seem having lived through seem having lived through seen that gray method in the first mas easy almost nicredible. In fact, the tughoat captains who had not taken part in or seen the rescue, flatly declined to believe that it had taken place. The ship was a mere phantom, grisip alone. The ship was a mere phantom, grisip alone. The ship was a mere phantom, grisip alone. The ship was a mere phantom, grains of the first method seen the rescue, flatly declined to believe that it had taken place. The ship was a mere phantom, grains of the first method seen the ship was a mere phantom, grains of the first was swell-nigh incredible. In fact, the first was well-nigh incredible. In fact, the first was well-nigh incredible. In fact, the first was we

In one of the cabins Charles Youngberg and Peter Rasmussen, two of the earliest explorers vesterday, found a pair of little shoes and in them what looked to be charred remains of feet. Even well along in the afternoon it was difficult to make one's way about the ship because of the heat of the decks. A stream of water was kept playing on the starboard side a little aft of amidships. In the afternoon Capt. Petermann visited the ship with his third officer and went about as far as he could. Much of the ship is still cut off from exploration. He made his way through the superheated zone that envelops the engine-room stairs, and once in the engine-room found the temperature cooler than on deck. The engines, he said, were intact, practically speaking, but the rest of the ship was a dead loss. Even the plates were warped all out of shape.

AS SUDDEN AS AN EXPLOSION, ALMOST.

AS SUDDEN AS AN EXPLOSION, ALMOST.

"I have never seen or heard of such a fire," said he to a SUN reporter who met him aboard the ship. "It was so sudden that there was no time to do anything. It came on us like a whirlwind. In an instant the whole ship was in a blaze. The air was full of fire on all sides of us. There was the cotton on the lighters and the cotton on the pier and the cotton in our hold, but even taking all that into consideration as inflammable material I am simply astounded beyond comprehension at the way the fames overwhelmed us. By the time I got on deck I could see that we were threatened on all sides, but I had hardly gained the bridge before a wave of fire and smoke swept over it and put me down. If the ship had blown up under me it could not have been much more sudden. I got off by a rope that I let myself down with. It has been a terrible accident. The ship had no chance to get away. I ordered her cut loose, but the tide swung her against the pier and the fire just poured aboard her."

"At what figure do you estimate the loss of AS SUDDEN AS AN EXPLOSION, ALMOST.

"At what figure do you estimate the loss of ife?" asked the reporter. FIFTY DEAD A SMALL ESTIMATE.

ife?" asked the reporter.

FIFTY DEAD A SMALL ESITMATE.

"How can I tell," said the captain, shaking his head. "We do not know even how many were aboard her. There were no passengers on board, but there may have been visitors. It is likely, being Saturday afternoon, I should say that probably fifty people were lost; yes, I should say that fifty was a small estimate. I think more were drowned than burned. Many rushed up and jumped overboard at the first alarm. It may be long before we can get their bodies and make any reckoning. We had a crew of 160 men and there were many workmen at work loading the ship. There may have been a hundred of them or perhaps a hundred and fifty. They were all in the bold I am told that the alarm was given to them early and that most of them got out, but probably not all of them. If they found themselves hemmed in they would naturally take to the bilge, as that is below waterline and the part of the ship most remote from the flames. If they are in the bilge they were drowned when the ship was run aground. Forward and aft the bilge is still cut off by fire and as the cotton and grain that make up our cargo are slow burning, it may be a long time before we shall find bodies there. I think the ship is a total loss except the engines. What will be done about getting them out I cannot yet say."

H. Schier, one of the stewards of the Main who is at the Hotel Hudson in Hoboken, give the name of one man whom he believes to be lost. "I was in the pantries," he said yesterday, "with Steward Bullman when I smelled the smoke and said to him. The ship is affred." It's only steam, he said. I told him I was going on deckgand advisedhim to follow but he shut the door on me. I went up and found the ship all affame. On the way across the deck I saw Mrs. Phillip, e stewardess and let her down by a rope. Mrs. Meyer, another stewardess came running up but was afraid to goldown the rope. Afterward she jumped in after her and saved her. I am very sure that Bullmann was lost."

BOY WAS LOST.

Louis Meister, 26 years old, was an oiler on the Main and was picked up in the river by the tugboat Mutual and taken to Bellevue Hospital. As he lay on his cot yesterday afternoon a woman called to see him. Between sobs she asked if he knew anything about her sister, a/Mrs. Klopter, and her little boy Frank, who had called to see him on the ship on Saturday afternoon. officers would take care of them and bring them safely to the open air again.

HUNTING FOR A PLACE OF REFUGE.

Men who work in the engine rooms of transallantic steamships are accustomed to high degrees of heat, so these men contrived to be moderately comfortable in a temperature which to the average man would have been excruciating. The synoke, however, was a constant menace. A draught carried it into the passage and the men were led back to the engine room, but here the air was impracticable for breathing purposes. Nearby were empty coal bunkers. One of the officers opened an air shaft hole that somewhat cleared the

All I remember next is that I was picked HAD TO SWIM FOR IT.

St. Mary's Hospital.

How Lansberger, who gave the first warning to the engine room men, had the narrowest kind of an escape himself. On attempting to retrace his steps he found to his amazement and terror that the way was blooked by fire and smoke, but he did not lose he head. Looking about him for some way out he noted a ventilator close at hand. Inside this were two 4-inch pipes. It was no very difficult matter for an active man to climb these, and he soon found himself on deck. But what a deck it was. The heat struck savagely through his shoes and it seemed to him that itames were darting at him from every side. A pall of smoke drifted between him and the rail. He dashed through it and fortunately found a rope with which he let himself down upon a lighter. The lighter was ablaze but a tug took him off.

T wanted to shout to some of the other men to follow me," he said afterward, "but before I could shout they were gone and I did not see them again."

THE MAIN AN UTTER WRECK.

To one who visited the ship yesterday as she lay imbedded in the mud off Shadyside, the fact of any one having lived through seven hours of the fire aboard her was well-nigh who had not taken part in or seen the rescue, flatly declined to believe that it had taken place. The ship was a mere phanfom, grisly and gaunt. Her woodwork was represented by lines of black charring against the hideous mottled buff of the flame-tainted steel. Her metal work was twisted into shapes beyond imagination. On the main deck everything that was not of metal was simply annihilated.

The one I got on had almost seventy-five men and store, were conded at. Then the lighter. The one ligot on hand almost seventy-five men can be side of the ship.

The one I got on had almost seventy-five men and store of our men had got on another lighter. The one I got on had almost seventy-five men can be severated and I jumred. The burning lighter can differed and scattered the crowd in the water. I swam to a second pler, and then to a third. While on the way I went back und

TOOK REFUGE IN THE SHAFT TUNNEL.

"There were fifteen in all of us there," said Stankow, "Peters and myself, two assistants and eleven firemen. We were hard at work below when the pier caught fire and did not think that we were in danger. There was steam on in only one boiler, and when I learned that there was a fire about us I went up to look around and then went back to get the steam pumps to work. In less than two minutes after that the glare of the fire could be seen through the ventilator and we made a dash for the upper deck. The fire cut us off. There was nothing for us to do then but to run for the shaft tunnel. The tunnel is about fifteen feet under the water line and we thought that we might keep coel there. We closed the door leading to the engine room and waited.

"For a little while we were all right, for the heat had not then crawled far down the side of the ship and the water kept it cool. We TOOK REPUGE IN THE SHAPT TUNNEL. heat had not then crawled far down the side of the ship and the water kept it cool. We talked to each other and cheered ench other up, for then we thought that help was near and that it would be a question of but a little time when we would be freed. The first half hour passed and then the tunnel became like a furnace. We could hear the flames above and could hear the shouts of the firemen, but all seemed a long distance off. Each man then complained of a queer feeling in his head. Mine began to buzz and when I stood up for a moment I came near falling. But that was only the first half hour.

LIKE A BIG OVEN.

"When about an hour passed the men no longer spoke to each other. The tunnel is about 30 feet long by 7 feet square and the sides of it at the top were so hot that a man's hand was blistered when he touched it. The men then lay on the iron floor, all gasping for air. Some of them had cotton waste and they shared it around. This they stuffed into their mouths and nostrils, for by this time the smoke that came through the openings in the door was very dense and it seemed as if we must all die soon from suffocation.

"Only the ventilator leading to the tunnel shaft saved us. This gave us something of a draft and carried off the smoke that poured into the dark tunnel. Through the ventilator we could catch at times some of the glare of the fire and could see the clouds of smoke that rose from the burning ship. The sides of the tunnel grew hotter as the time went on. We could hardly see each other, for the only light we had, a kerosene lamp, was just about flicks about the could of the part of

fate was any worse than ours it must have been fearful.

"The men behaved bravely throughout. While we could not but feel that we were facing death, there was no cringing. Occasionally a man would take the cotton waste out of his mouth to get what he thought might be a good lungful of air, but he soon put it back again, for the air was as hot as fire could make it and a whift of it seemed to burn the chest out of

GASPING FOR BREATH IN DARKNESS.

"The hours went by and the men rolled around on the floor gasping for breath. After a while the lamp went out and we were in total darkness. Then it was even worse. The sides of the tunnel appeared to be red hot. Some of the firemen were foolish enough to strip off what little clothes they had. They put them on again soon, for the iron scorched the fiesh. All this time the fire was going on and we, though iffteen feet below the waterline, could hear it and thought that every minute would bring the flames into our place of refuge. Then we knew that they might beach the ship and that meant that the hold would be flooded and that we would get from water the death we had escaped from fire.

"After the first three hours I scarcely knew what happened. All I know is that there was the long wait in what seemed to be a death trap and there was no sign or mean from any of us. In fact, we were too scared to talk even our mouths.

"We had felt the moving of the steamship as she was being towed from her pier. We could feel her as she was backed out of the dock and turned in some direction—we did not know where. This was the critical time for us, for we knew that the Main would soon be run on the Jersey flats and flooded. Of course we did not know in what direction we were going. Suddenly we felt the vessel stoo. We knew that she had been run aground, for we were close to the keel and could hear her grinding into the mud. I have no idea what time it was then, but I know that it was many years to us from the time that we had first run into the tunnel.

"Though the heat remained in the iron of the ship we knew that the flames were under

run into the tunnel.

"Though the heat remained in the iron of the ship we knew that the flames were under control for there was less of the roaring overhead. It was then that Peters decided to get a lamp that was in the room just outside the tunnel. When he opened the door the smoke beat him back and for a time he gave up all thought of getting the lamp. It was late then and no man among us had strength for much exertion. After a while Peters decided to make another attempt to get the lamp. We had then been in the tunnel for over seven hours. As Peters started for the lamp it occurred to me that we might make our way to the coal bunkers and perhaps escape by way of the coal port on the port side, for it was in the tunnel of the port shaft that we had remained all the while. The firemen picked themselves up from the floor and all of us could bunkers.

\*\*PESCUDAT LAST\*\*

"There we rested a while and a ladder was run up to the port hole. I went up and pushed the door open, and as I stuck my head out the hot sides of the ship scorched my shoulders, But it was worth a lot of scorching to get a whilf of good air. There were tugboats all around us and I waved my hands and shouted for one It was some minutes, which seemed to me like as many years, before the men on the tug

George S. Stephens saw my signals. Then she responded. Some of the men were in such a state that they could barely climb the ladder, and when they reached the port hole they simply dropped into the tug or into the water. It was then 11:30 o'clock. Supt. Moller of the North German Lloyd Line piers was on board and he took us to a hotel in River street, Hoboken, where we were cared for."

Neither Officers Stankow nor Peters showed yesterday any sign of the ordeal through which they passed. Both are sturdy Germans and the story of their experience had to be drawn from them. Both had on new "store" clothes bought in short order in Hoboken, and the only thing that seemed to worry Peters was the crease in his new trousers, which he did not like.

FIREMAN TELIS HIS STORY.

up by a tugboat.

The first officer, Peterson tosaed about on a cot in St. to make the st. to the s

NOT IMPRESSED BY THEIR ADVENTURE.

When THE SUN reporter asked the men how they felt while going through their ordeal, and if they had ever given up the hope of being saved they did not seem to understand. They said that they had not thought of that at all: that they tried to do the work as their officers ordered, and had felt somewhat more uncomfortable than usual. They were surprised, too, and very much pleased when told that their experience would undoubtedly be printed in the newspapers in Germany. It seemed that for the first time the idea got into their heads that they had passed through something out of the common.

The grain elevator Themis, which was stocking the Main at the outbreak of the fire, had an exciting time in making her escape. The two vessels were held together by heavy hawser and the grain pipe conections above. Floress sprang up suddenly in the stern of the Main, and driven by the high wind, spread with great rapidity. Capt. Stevens of the Themis saw that it would take the promptest kind of action to save his own boat and shouted to his men to cut loose the hawsers.

Two stewardesses and eight or ten sailors Two stewardesses and eight or ten sailors on the Main jumped to the Themis. They shouted to others who could be seen scurrying in and out among the flames to do likewise, but these evidently thought there was still some chance to save the ship and refused to go. The grain pipes had to be cut from the elevator and let swing aboard the Main. The Themis is always kept under steam, and as soon as she was loose she was able to start for the Allanstreet.

Street.

According to the captain of the Main, the captain of the Bremen had a day off on Saturday and was at Coney Island while his ship was SEERING THE SAALE'S DEAD.

Work of Divers and Wreckers in the Ruined

Ship-Tragic Sights Related.

Immediately after the Saale was towed shoal water off Communicaw on Saturday night while the tide was still ebbing the numer ous steam craft surrounding her made value estimated at between five and fifteen, who a times were seen to peer from the ports on the main deck on the port side aft. The Saal settled seven or eight feet in the mud under the weight of the tons of water that had been pumped into her by the attending fleet. She stuck fast when the tide rose and the water who remained in any compartment. The number will never be known with any degree of definiteness until divers explore all of th submerged hull. They went over only a small part of it yesterday and recovered the bodies

of twelve persons. According to one of the officers of the Saai there were 252 men aboard of her while she was at the pier. Only 111 of these have been accounted for, including twenty-five mer from the engineer's department, fifty-eigh from the steward's department and twenty eight seamen. Thus, according to the officer there are 141 men to be accounted for. Many of these doubtless will turn up. Of the dead who were recovered yesterday not more than two probably may ever be identified.

There is little doubt that Capt. Mirow per ished with his ship. Fragments of what are supposed to be his body were found on the promenade deck, nearly amidships. Near the harred bones there was a pearl-handle knife which Supt. Moller of the North German Lloyd piers said belonged to Capt. Mirow There was also a gold charm partly melted by the intense heat picked up near the pen-

including the remains of Capt. Mirow. The first body discovered by the Merritt-Chapman noon. It was labelled No. 3, as there had been two more bodies taken from the ship the night before. It appeared to be that of a longshoreman. It was found in hatch 4, hoisted ou and laid on the turtle back aft. It was dressed in a blue serge coat, striped shirt and was without trousers. There is a gold band on the little finger of the left hand. The face was completely burned away. The fourth body was doubtless that of a steward and he apparently had been drowned. There wer no burns on his face and only a part of his body had suffered from fire. In his pockets were two pairs of white gloves and the ship's bill 40 years old. The fifth body was burned to a crisp and was found in the port gangway leading to the midship superstructure. The sixth body was that of a man whose left arm and legs had been burned away. The top of his head was also burned. He had a small black mustache. The seventh body was apparently that of a child, only the trunk remaining. Body No. 8 was made up of fragments supposed to belong to Capt. Mirow The ninth body was found floating in the after hatch burned beyond identification. The tenth body was that of a tall man weighing about 185 pounds with mustache and goatee.

happened to be left on the promenade deck of the ship.

BIGHTY COFFINS SENT OVER After the bodies and portions of bodies had been taken out on the turtle back of the Saale the dead boat Fidelity was summoned from the Morgue. Morgue Keeper Fayne had received Saale and he brought eighty pine coffins from the storeroom and had them loaded aboard the Fidelity. She got out to the wreck abou 3 o'clook. Aboard of her were Coroners Bausch and Hart. Assistant Superintendent Rikard of Bellevue and Surgeons Armstrong. Anderson and Christian, with many hospital and Morgue attendants. She returned to the Morgue with nine bodies, the tenth not having been found until after she had left.

Dr. Armstrong, who went over part of the ship with the Coroners and their party, found a set of twisted and melted surgical instru ments in the doctor's room. He took then back to the hospital. where they will be kept as souvenirs. Dr. Christian picked up the diploma of the Saale's surgeon only slightly stained by water. Coroner Bausch ordered the Morgue keeper to turn all the bodies over to the steamship company's undertaker, who will call for them to-day. One of the Morgue workmen found a gold watch in the wreck which he turned over to the Coroner.

Two photographs of officers of the Saale in uniform were picked up on the upper deck. The inscription over one of them was "E. Heidenruther, to his love, R. Staby." The upper left-hand corner of the other photograph was torn off, and the inscription on it was partially obliterated, that which was decipherable ran "Goedel, to his love, M. Raffler." There were on each photograph four or five ink crosses rep-

LIKE A SHIP WRECKED IN BATTLE.

The Saale lies about a quarter of a mile south house and station at Communipaw, and travel lers by ferry and also by the steamboat running to Liberty Island thronged the rails to get a good view of the wreck. Many small boats put out from the Jersey shore and from the New York side of the river with men, women girls and boys aboard and circled about the distance she looked not unlike, so a veteran o the Santiago sea battle said, the wreck of the Maria Theresa. Above the upper deck there was little vestige of any woodwork. She appeared merely the ghostly skeleton of her for

The two colossal derricks, the Monarch and Capt. Henry Kivilin of the Monarch said that the Merritt-Chapman Company would confine covery of bodies, employing for that purpose every hour in the day while there was light three expert divers. Walsh, Johnson and Dwyer, All these men were at work yesterday relieving ship. Capt. Kivilin said it was pretty hard to estimate the number of bodies that might still be in the wreck, but he thought that it might be

POLICE AFTER RELIC HUNTERS.

The harbor policemen assisted the wrecker in keeping the souvenir seekers away. Many got aboard, however, in the early part of the day and carried away bits of twisted and blistered metal. Colgate Hoyt and a friend. who were out in the steam vacht Tide, were among those who boarded the wreck.

The Merritt-Chapman wreckers after recovering all the bodies that may be within the ship will stop up her ports and begin pumping her out. This may require several weeks. ding the getting out of the bodies the gree from the charred deck all the big winches and the auxiliary engines and machinery of all that the main engines of the Saale, after their long submersion and the ordeal of fire preceding it, will be fit for use again. The hull probably in good condition, may be utilized. and with new engines and boilers she may perhaps be made over into an American ship LAST MAN OFF THE SAALE.

Fritz Arians, the quartermaster of the Saale, said he was probably the last man who left the steamer alive. Arians is in St. Mary's Hospital in Hoboken, suffering from burns of the hands, face and head.

"Our crew," said he, "consisted of 185 men. and I suppose a hundred of them, together with twenty-five longshoremen and painters were on the Saale when the fire started. There was a painters' raft alongside of her, and this was responsible for the deaths of several persons who could not be rescued for the reason that the raft, after taking fire, drifted down the river close to the Saale, getting in the way of small boats that came to our rescue. "When the cry of fire arose First Office

Scheffer told me to tell the third steward to close all the ship's bullseyes. I told him, and when I returned found all the piers burning Then we got ready to be towed away from the pier. We cut loose from the pier and waited with our tow line aft, drifting very slowlyinch by inch, as it were. There were no tug to save us. The only two we saw were make ing for the Kaise: Wilhelm der Crosse. The captain of the Saale, the third officer and the chief engineer stuck right there to duty. I know positively that there were 100 stewards aboard of the vessel and a few strange men in the third cabin. Well, when we caught fire, some of the stewards-probably thirtyjumped overboard. We heard the shouts of the captain of the Hamburg liner Phonicia telling his sailors to cut loose all small boats and go to our rescue.

"Then things became hot. All of us were driven off. Some of the crew were penne below-probably twenty or thirty. The fire raged flercely and every few minutes one two men would jump into the river.

"In the meantime everything about us seeme to be burning-all of the lighters, steamers plers and everything. The water was covered with pieces of burning wood and cotton. Most of those who jumped struck burning logs and then seemed to get overcome by smoke and

"Well, it got so hot for those on deck that we had to climb down on the propeller, which of course, was not moving. Two or three men clung to each flange. I was on one about four feet from the water. My hands were burning with the extreme heat. In the crowd there was a woman, Mrs. Emke Peter, a stewardess. She was clinging to one of the upper flanges of the propeller. Of the seventy or eighty who were originally on the Saale's deck about fifty had jumped into the river. Now and then we would see the Hamburg liner's sailors in their little boat drag a man to safety.

"The Saale was drifting down the river and we were almost opposite the Battery when the flames on the ship crept right up to us. The sailors in the small boats would watch a couple of men jump and then put after them, but the painters' raft got in their way so often that a man or two would be lost every little

DOOMED MEN AT DEADLIGHTS. "Looking out at us through a deadlight was man with a black mustache. He was doomed and his face was terror-stricken. He knew he would have to die in a few minutes, for he ouldn't get out. Through another deadlight could be seen a steward and stewardess. They

were penned in too. We saw them drop, and

by that time our hands were burning and blis-

"Finally the crowd on the propeller got down

tered and we were about to give up, too.

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## that he fell on his side and was too badly hurt to get to his feet. The lighter caught fire and, according to the cook, the captain died in the flames. Cook Koehmaen also thinks be saw the captain jump. If their statements are true to the captain jump. If their statements are true to the captain jump, here Carl Missay's respectful.

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to ten, one after the other dropping into the

river, being unable to hold on any longer on ac-

taken ashore and to the hospitals. All of us

were badly burned, but our lives were saved

TWO UPHOLATERERS MISSING.

William Brownlee and Charles Brunner, two

of the missing, were employed by August Muller.

an upholsterer of 420 Bloomfield street, Hobo-

ken. They were at work on the Saale when the

fire started. Muller, who was superintending

the work, left the steamer a few minutes earlier

to buy some tacks. When he returned the entire pier was in flames. He believes that both men were either drowned or burned to death.

Frederick Dunstedeter of 115 Lake street,

Jersey City Heights, went aboard the Saale to

see Muller. He was waiting for Muller to re-

turn when the fire started. He told this story:

"I tried to get off the pier, but was driven

back by the flames. I then ran to the south

side and jumped overboard. I swam to one

of the piers of the Hamburg-American Line and

SHE COULD SWIM AND SAVED HERSELF.

Saale, told a Sun reporter of her escape yes-

terday. She said that she was on the bridge

at the time of the fire and when she saw how

rapidly the flames were spreading she jumped

overboard. She is a good swimmer and sh

managed to keep affoat for ten minutes. She

Joseph Kozma, fourth assistant engineer

"I had about fifty men working under m

in the boiler room. The first we knew of the

fire was at 4:15, when the smoke began to roll

down on us from above. We tried to climb

up the hatch repeatedly, but the heat was so

day laborers and they lost their heads. I think

where we were there were several barrels of

oil on us. We had a hard time getting out-

where we made a barrier of soaked canvas. Af-

Franz Stansbulske, second assistant en

While I was down in the hold the ship caught

fire. The men could not get out on account

of the fire and came back where I was. I took

a hose and turned the water on them and or

myself, thinking that we could go through

the fire if our clothes were wet. We tried it

cries were awful. Some one pushed me of

up into a little room above. I was finally res

BREMEN A TOTAL WRECK.

Rescue of 17 of Her Firemen-Thieves Make

a Haul-Souvenir Hunters. Too.

All that fire thieves and souvenir hunters

left of the North German Lloyd liner Bremen

ies about two hundred feet off the Weehawken

shore with a heavy list to port. The keel of

the liner is sunk in the mud and her list is so

heavy that her port rail is only about a foot

above the water. She lies about fifty feet in

shore from the Main, the most seriously dam-

aged of the four North German Lloyd liners

but any one looking at the two ships from the

shore yesterday would have been willing to

swear that the Bremen had been the harder

hit of the two. She was still afire in hatch No.

4, just forward of amidships, and another

fire was smouldering on the port side of the stern. Two or three tugs were playing streams

upon her starboard side. As fast as the water

struck the steamer great clouds of steam arose.

When a Sun reporter pulled alongside her

yesterday afternoon the ship was in charge

of Edmund Meyer, the senior second officer.

The Junior fourth officer, Otto Scheidling,

was also aboard. When THE SUN man boarded

the Bremen Mr. Meyer was standing away

up on the poop deck, his feet braced against

some metal work and his body inclined to the

east at an angle of about forty-five degrees

to conform to the list of the ship. He said

dragged out."

gineer of the Saale, said:

then streams of water began to flow in

was picked up by a tug and taken to Hoboken.

Louisa Meyer, one of the stewardesses of the

by the sailors of the Hamburg liner.

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count of the heat. Then the sailors from the Hamburg liner got a boat right near us and I shouted: 'Wait, boys, let the woman go first!' Monday and Tuesday, Every man clinging there shouted for Mrs. Peter to jump first. She jumped into the July 2nd & 3rd. water from her high perch and the sailors in the small boat dragged her in. Then the others jumped into the river and I followed. Just To close out prior to stockbefore I jumped I saw two men fall back on the deck into the flames. Ten of us were then taking, we offer the balance

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since 6 o'clock in the morning, when he relieved that any bodies had been taken off before that. Mr. Meyer had not heard of the rescue, about three hours before he went on duty, of the seventeen men who had been in the engine room of the steamer from the time she tool

RESCUE OF SEVENTEEN FIREMEN. intense we had to go back. In the boiler room side on the muddy shoal off Weehawken, assisted the lights all went out and we were in darkness by a flotilla of puffing tugs, all of which were for three hours. The Germans behaved well and pouring into her all the force of water they could obeyed my orders thoroughly, but there were ten or twelve Italians who were employed as rescue the seventeen men imprisoned in the engineers' compartment on her starboard side, amidship. The Morgan Line fireboat El Amigo and the Merritt wrecking steamer I. J. Merritt and cool the decks above us. We were then were literally deluging the cargo holds and nearly Jacob Wauderlich, an oiler, said: "I was all the compartments on the starboard side with a number of others on the Saale, but I don't know how many. In the boiler room through hatches and broken port holes and dead eyes. The deck immediately above the imrisoned men had grown somewhat cooler and they were much more comfortable than they oil, and these exploded, throwing the burning had been at any time during her progress up the the smoke was so thick and all lights were reporter had talked to them through one of the out. Several of us ran into the engine room open ports that they were assisted out through ventilators leading to the coal bunkers. It erwards we opened injection valves and let was said that some of them escaped through a water in to cool off the place. About 7 o'clock hole cut in the deck immediately above them we heard voices above and a few of us were and none of them was seriously injured and it hospital. They returned to Hoboken aboard a tug chartered by the North German Lloyd Line. Most of them did not realize the extreme peril "I was on deck when the pier caught fire, of their situation. They said they did not think it any time that they were in danger of death. At times the heat was intense, but they found relief from it by going deeper into the hold of the ship, the submerged surface of which was omparatively cool and by taking turns at the wo port holes. They said they never had any doubt at any time that they were going to be but were unsuccessful and had to go back. saved and that the encouragement of the at-We then went from room to room trying to get out, and at last we climbed on the top of a pumpending tugs helped to keep their spirits up. They expressed gratefulness to Capt. Waling station. Some fell back into the water cott of the wrecking steamer Merritt for passbelow, which by this time was hot. Their ing the men through a port hard tack and meat and a demijohn of water. This, they said, was and I fell in, but I managed to crawl out and got all that was needed to take the bitterness from cued, but I don't know how, as I was pretty

all that was needed to take the bitterness from their imprisonment.

Aside from those men Mr. Meyer was confident that nobody who was aboard the ship when she swung out from her pier had been rescued, save as they were picked up from the water after they had jumped overboard. In answer to many questions Mr. Meyer told the following story:

BREMEN A TOTAL WRECK.

"The Bremen, I am sorry to say, is practically a total wreck. I do not think that what is left of her will be of much use, except for old metal. Her plates and her framework have been subjected to so great a heat and have been subjected to so great a heat and have been subjected to so great a heat and have been subjected to so great a heat and have been subjected to so great a heat and have been subjected to so great a heat and have been subjected to so great a heat and have been subjected to so great a heat and have been subjected to so great a heat and have been subjected to so great a heat and have been subjected to so great a heat and was as fine a vessel as one could wish to sail upon.

"When the fire swept up the piers yesterday afternoon the vessel was in charge of Chief Officer Alfred Ahlborn. The other officers aboard were: Franz Block, junior second officer, and Otto Scheidling, junior fourth officer. Of the crew there were between 157 and 180 men aboard. Besides these there were, perhaps. fifteen or twenty visitors, including some women, about forty longshoremen in the hold stowing away and discharging cargo and some stokers in the engine room. The rest of the officers and crew, to the number of 153, or thereabouts, were ashore.

"From the story told to me by some of the officers it could not have been more than five minutes from the time the fire started on Pier 3 until the fire reached the Bremen on the north side of Pier 2. The flames were swept northward in a solid sheet. They caught the Saile, got to work on her and then shot across the pier to the Bremen. A few seconds after the fire started on Pier 3 Mr. Ahlborn's attention was called to it and he saw from the rapidity with which it spread that there was danger ahead for all the ships at the piers. Quickly as he could issue them went forth the orders to cast off the Bremen's hawsers. Hot as they were the men tackled them, but the steel ropes were so hot that only one or two could be cast off by hand. The others were chop BREMEN A TOTAL WRECK.

HELPLESS FROM LACK OF STEAM. "Fyee as she was, however, she was practically helpless, because not enough of her own steam was up to move her a ship's length and no tugs werein sight. As I gather from, what I have been told, it was nearly half an hour before tugs came to the Bremen's assistance. All that time she was pounding about in the slip and slowly drifting out into the river, a man being stationed at the wheel to keep her course right. Finally tugs came along and made fast and towed the ship out into the stream.

her course right. Finally tugs came along and made fast and towed the ship out into the stream.

"As I said before, including the visitors and the longshoremen aboard, there were about two hundred and twenty-five persons aboard the Bremen when she caught fire. It would be idle to say that the ship caught in any one part first. The flames seemed just to envelop her, set fire to everything that would burn and then pass on to the next pier. Therefore, we were practically after from one end to the other when she swung out into the stream. Those aboard, fearing that the ship would be one mass of flames in a few minutes, and seeing that the only escape was to jump overboard, made ready to leap into the water. When they had done what they could to get the ship out into the river, the officers jumped overboard. Mr. Block and Mr. Scheidling jumped and, after swimming around for a while where picked up by a tug. Mr. Block had the fingers of both hands severely burned, but Mr. Scheidling was uninjured.

"I have been told that practically everybody on the ship jumped overboard when they saw that there was no other way of escape and none of the officers who were then aboard her believe that anybody was burned to death on board. We have seen several of the crew today and have heard from others. From what I have been told and knowing our men as I do. I cannot believe that any of them were burned to death. In fact, one of the officers told me that he was certain that everybody on the Bremen when she left her pier got off elive. But whether they were all picked up from the

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